3.17 RECREATIONAL RESOURCES

3.17.1 Studies and Coordination

The local jurisdictions in the I-405 study area have adopted park elements in their comprehensive plans, which define the level of service for park facilities and the policies for development and protection of the parks. These policies will be instrumental in any type of mitigation measure/plan for public parklands that may be taken because of project effects (property acquisitions, traffic detours, limited access, noise, dust/air quality effects, etc.). Local comprehensive plans were examined in order to gain an understanding of the local plans and policies for recreational facilities.

This analysis evaluated only the potential for effects within the corridor on public parks and trails. Because the analysis was conducted at a programmatic level and the specific locations of potential property acquisitions and constructive uses have not been identified, an accurate assessment of loss of park functions was not completed during this phase. The approach evaluated the number and approximate physical acreage of parks/recreational facilities impacted.

A final preliminary Section 4(f) evaluation, with greater detail on the type of effects to the park facilities, is located in Appendix H, Final Preliminary Section 4(f) Evaluation. Subsequent design work on the specific I-405 Corridor Program projects will provide the detail needed to define additional avoidance and specific mitigation measures to be incorporated into the designs.

The public parks and trails that were evaluated included state, county and city regional, sub-regional, and neighborhood facilities. Regional and sub-regional park functions include water access, recreational facilities for bicycles, pedestrian access, group functions, and nature interpretation. Neighborhood park functions are passive and provide visual/aesthetic areas for a walk and/or small group functions. Neighborhood/passive parks typically include some recreational facilities for limited group sports and a play area for children. Public parks and trails were not differentiated based on their funding sources. This could be required at the project-specific environmental analysis, documentation, and review stages.

3.17.2 Methodology

The locations of recreational facilities, public parks and trails were compiled onto a 1"=1600' map using GIS. Improvement project design concept plans were then overlaid onto the map. Improvements were evaluated for effects on park facilities when any portion of the improvement overlapped the parkland boundary or when the park facility was within one-quarter mile of the improvements. These recreational resources were then field verified for potential effects. Further details are presented in Appendix H – Final Preliminary Section 4(f) Evaluation, herein incorporated by reference. The approximate linear distance that projects and parklands overlapped was multiplied by the approximate depth by which projects might be expanded into parklands. This provided a conservative estimate of parkland effects in acres. This qualitative estimate was limited by the lack of design detail as well as actual right-of-way widths. Design information for fixed-guideway HCT elements was less detailed than design information for roadways.

The site-specific information on the public parks and trails was obtained from local comprehensive plans, park plans, and follow-up site visits. This information was used to determine which park facilities could be affected by the improvements.

The analyses in this section are based on the *I-405 Corridor Program Draft Recreation and Section 4(f) Resources Expertise Report* (DEA, 2001) herein incorporated by reference.

3.17.3 Affected Environment

There are 405 public parks, trails, and sports facilities within the entire study area. There are several different types of parks and trails in the study area. Figure 3.17-1 shows the locations of these features. Parks are frequently classified in terms of the geographic area of attraction of their user group as regional, sub-regional, and neighborhood parks.

Regional parks and trails in the study area, but not necessarily directly or indirectly affected, include:

- Gene Coulon Park – Renton (active uses, boat ramps, natural focus areas, swimming areas, restaurants, outdoor concerts, passive areas)
- Coal Creek Park – Newcastle (passive uses, trails, gathering areas, natural focus areas)
- Sammamish River Trail – Redmond, Woodinville, Bothell, and King County (passive uses, pedestrian/bicycle and equestrian trails, gathering areas)
- Marymoor Park – Redmond (active uses, passive uses, trails, off-leash dog area, gathering areas, bicycle facilities, natural focus areas)
- May Creek Park – Newcastle and Renton (passive uses, trails, gathering areas)

Sub-regional parks in the study area but not necessarily directly or indirectly affected, include:

- Mercer Slough Nature Park – Bellevue (passive natural trails, interactive facilities)
- Cedar River Interpretive Trail and Park – Renton (passive trail, gathering areas, link to other parks)
- Interurban Trail – Renton and Tukwila (trail, link to other parks/cities)
- Kenmore Park – King County (passive, active gathering areas)

Passive-use neighborhood parks are recreational, social resources, and natural resources (drainage/habitat) for various neighborhoods. Examples include:

- Spinney Homestead Park – Kirkland
- Welcome Park – Redmond
- Arthur Johnson Park – Redmond
- Watershed Park – Kirkland
- North Rose Hill Woodlands Park – Kirkland
- Forbes Lake Park – Kirkland
- Bear Creek Park – Redmond

Legend: Existing Parklands and Trails within the Study Area

- Parklands and Trails
- Study Area Boundary
- County Boundaries
- Highways
- Roadways
- Railways

N

1 0 1 2 3 Miles

Mill Creek
Lynnwood
Edmonds
Woodway
Mountlake Terrace
Brier
Bothell
Kenmore
Woodinville
Shoreline
Lake Forest Park
SNOHOMISH
KING
Simonds Rd NE
Duvall
NE 128th St
Kirkland
Redmond
Lake Washington
Union Bay
Lake Union
Narrows
Hunts Point
Clyde Hill
Medina
NE 8th St
Bellevue
Lake Sammamish
Redmond Fall City Rd
Seattle
Beaux Arts
148th Ave SE
Sammamish
Mercer Island
Duwamish River
Coal Creek Pky SE
Newcastle
Issaquah
Tukwila
SE 128th St
Renton
Burien
Normandy Park
SeaTac
SE Petrovitsky Rd
68th Ave
132nd Ave SE
Kent
Des Moines
Maple Valley
Covington
Auburn
Federal Way

Existing Parklands and Trails within the Study Area

Figure No. 3.17-1

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3.17.4 Impacts

Potential effects of the alternatives on study area parks and trails within a quarter-mile of the improvements were field verified. Those determined to have potential effects after field verification are summarized in Table 3.17-1.

Table 3.17-1: Potentially Affected and Affected Recreational Resources

Alternative	Number of Recreational Resources	Acres of Recreational Resources
No Action Alternative	2	< 1
Alternative 1: HCT/TDM Emphasis	14	< 1
Alternative 2: Mixed Mode with HCT/Transit Emphasis	18	2
Alternative 3: Mixed Mode Emphasis	12	2
Alternative 4: General Capacity Emphasis	11	2
Preferred Alternative	12	2

The number of potentially affected parks and trails are discussed in the following sections and discussed in detailed in Appendix H — Final Preliminary Section 4(f) Evaluation. In situations where parks, acquired or developed with assistance from the Land and Water Conservation Fund, (LWCF) would be impacted by the I-405 corridor improvements, Section 6(f)(3) consultation would be initiated with the Interagency Committee for Outdoor Recreation (IAC).

3.17.4.1 No Action Alternative

Under the No Action Alternative there are two public parks and trails and less than 1 acre of potentially impacted recreational land.

Construction Impacts

Potential construction effects to the public parks and trails range from temporary erosion/sedimentation to dust, noise, and temporary access issues. These temporary effects are related to construction vehicles, potential interim traffic detours, and general construction activity. The greatest effects could occur to Sammamish River Trail and Marymoor Park. Best management practices (BMPs) would reduce the impact of dust and sediment on both parks.

In general, construction methods could be modified to avoid or limit construction-related impacts by implementing BMPs, as approved and used by WSDOT, and other appropriate measures. For example, project design could be modified to avoid or limit physical alterations and/or visual or long-term air and noise impacts. A traffic control (auto and pedestrian) program could be implemented to lessen impacts to park functions during construction.

Operational Impacts

Potential operational effects of the No Action Alternative would occur. Some of the operational effects could be related to property acquisition and others to long-term noise, air or visual quality effects. Acquisitions would occur to one of the regional parks: Sammamish River Trail. Acquisitions constitute an important impact on the parks, and replacement or enhancement of the lost park functions would need to be evaluated in project-specific evaluations. Other long-term effects could occur to both parks. Any mitigation would be addressed to continued operational functions, with minimal disruption.

3.17.4.2 Alternative 1: HCT/TDM Emphasis

Alternative 1 could affect 14 public parks and trails and approximately 1 acre of recreational lands.

Construction Impacts

Potential construction effects to the public parks and trails could include erosion, dust, noise, temporary access issues, and removal of established vegetation. These temporary effects are related to construction vehicles, potential interim traffic detours, and general construction activity. The greatest construction effects could occur within the Mercer Slough Nature Park and Sammamish River Trail resulting from the I-90/I-405 widening and other road and ramp improvements. Best management practices (BMPs) can reduce the impact of dust and sediment.

In general, construction methods could be modified to avoid or limit construction-related impacts by implementing BMPs, as approved and used by WSDOT, and other appropriate measures. For example, project design could be modified to avoid or limit physical alterations and/or visual, atmospheric, or long-term noise impact. A traffic control (auto and pedestrian) program could be implemented to lessen impacts to park functions during construction.

Operational Impacts

The potential operational effects of Alternative 1 would be similar to the No Action Alternative, except that 14 parks could be impacted. Some of the operational effects could be related to property acquisition and others to long-term noise, air or visual quality effects. Acquisitions would occur to two regional parks: Mercer Slough Nature Park and Sammamish River Trail. Acquisitions constitute an important impact on the parks, and replacement or enhancement of the lost park functions would need to be evaluated in project-specific evaluations. Other long-term effects could occur to all 14 parks. Any mitigation would be addressed to continued operational functions, with minimal disruption.

3.17.4.3 Alternative 2: Mixed Mode with HCT/Transit Emphasis

Alternative 2 could affect 18 public parks and approximately 2 acres of recreational lands.

Construction Impacts

Potential construction effects are similar to those of the other action alternatives. The greatest effects could occur at Mercer Slough Nature Park, resulting from the HOV project from I-90 to I-405, and to a lesser extent Cedar River Interpretive Trail and Park and Sammamish River Trail.

These effects to the 18 public parks and trails could include erosion, dust, noise, temporary access issues and general construction activity. Dust and noise would be related to construction vehicles, potential interim traffic detours, and general construction activity. BMPs would reduce the impact of dust and sediment.

In general, construction methods could be modified to avoid or limit construction-related impacts by implementing BMPs, as approved and used by WSDOT, and other appropriate measures. For example, project design could be modified to avoid or limit physical alterations and/or visual, atmospheric, or long-term noise impact. A traffic control (auto and pedestrian) program could be implemented to lessen impacts to park functions during construction.

Operational Impacts

The potential operational effects of Alternative 2 on recreational resources would be similar to the other action alternatives, except that 18 parks could be impacted. Some of the operational effects could be related to property acquisition and others to long-term noise, air or visual quality effects. Acquisitions would occur to two regional parks: Mercer Slough Nature Park and Sammamish River Trail. Acquisitions constitute an important impact on the parks, and replacement or enhancement of the lost park functions would need to be evaluated in project-specific evaluations. Other long-term effects could occur to all 14 parks. Any mitigation would be addressed to continued operational functions, with minimal disruption.

3.17.4.4 Alternative 3: Mixed Mode Emphasis

Alternative 3 could affect 12 public parks and approximately 2 acres of recreational lands.

Construction Impacts

Construction effects are similar to those of the other action alternatives. Most effects are expected to be at Mercer Slough Nature Park, and to a lesser extent at Cedar River Interpretive Trail and Park and Sammamish River Trail, resulting mostly from the HOV project connecting I-90 to I-405 and improvements on I-405 and ramps at SR 169, respectively. Potential construction effects to the public parks and trails range from erosion, dust, noise, temporary access issues and removal of vegetation. Dust and noise would be related to the construction vehicles, potential interim traffic detours, and general construction activity. BMPs would reduce the impact of dust and sediment.

In general, construction methods could be modified to avoid or limit construction-related impacts by implementing BMPs, as approved and used by WSDOT, and other appropriate measures. For example, project design could be modified to avoid or limit physical alterations and/or visual, or long-term noise and air impacts. A traffic control (auto and pedestrian) program could be implemented to lessen impacts to park functions during construction.

Operational Impacts

The potential operational effects of Alternative 3 would be similar to the other action alternatives, except that 12 parks could be impacted. Some of the operational effects could be related to property acquisition and others to long-term noise, air or visual quality effects. Acquisitions would occur to three regional parks: Mercer Slough Nature Park, Cedar River Interpretive Trail and Park, and Sammamish River Trail. Acquisitions constitute an important

impact on the parks, and replacement or enhancement of the lost park functions would need to be evaluated in project-specific evaluations. Other long-term effects could occur to all 12 parks. Any mitigation would be addressed to continued operational functions, with minimal disruption.

3.17.4.5 Alternative 4: General Capacity Emphasis

Alternative 4 could affect 11 public parks and approximately 2 acres of recreational lands.

Construction Impacts

Construction effects are similar to those of the other action alternatives. Most effects are expected to three parks: Mercer Slough Nature Park, Cedar River Interpretive Trail and Park, and Sammamish River Trail, resulting from the HOV project connecting I-90 to I-405 and improvements on I-405 and ramps at SR 169, respectively.

Construction effects to the public parks and trails include erosion, dust, noise and temporary access issues. Dust and noise would be related to the construction vehicles, potential interim traffic detours, and general construction activity. BMPs would reduce the impact of dust and sediment.

In general, construction methods could be modified to avoid or limit construction-related impacts by implementing BMPs, as approved and used by WSDOT, and other appropriate measures. For example, project design could be modified to avoid or limit physical alterations, and/or visual, or long-term noise and air impact. A traffic control (auto and pedestrian) program could be implemented to lessen impacts to park functions during construction.

Operational Impacts

The potential operational effects of Alternative 4 would be similar to the other action alternatives, except that 11 parks could be impacted. Some of the operational effects could be related to property acquisition and others to long-term noise, air or visual quality effects. Acquisitions would occur to three regional parks: Mercer Slough Nature Park, Cedar River Interpretive Trail and Park, and Sammamish River Trail. Acquisitions constitute an important impact on the parks, and replacement or enhancement of the lost park functions would need to be evaluated in project-specific evaluations. Other long-term effects could occur to all 11 parks. Any mitigation would be addressed to continued operational functions, with minimal disruption.

3.17.4.6 Preferred Alternative

Twelve public parks and approximately 2 acres of recreational lands could be potentially affected by the Preferred Alternative.

Construction Impacts

Construction effects for the Preferred Alternative would be nearly the same as those of Alternative 3. Alternative 4 has one less park affected, however Alternatives 1 and 2 have 14 and 18 parks, respectively.

Operational Impacts

The operational impacts of the Preferred Alternative would be nearly the same as those of Alternatives 2, 3, and 4, with acquisition of approximately the same acres in the same three parks at nearly the same locations.

3.17.5 Mitigation Measures

The mitigation measures will include avoidance (for example, shifting the improvements to one side of the right-of-way), mitigation (for example, improvement in trails with lighting under expanded overpasses) and, if necessary, potential replacement of elements in the park. The baseline mitigation measures to reduce impacts would be temporary erosion/sedimentation control, water quality measures, replacement (or enhancement of functions) of parkland/trail due to acquisitions, protection of important trees, project design to reduce the area of effects, and realignment of affected trails. Additionally, defined traffic control (auto and pedestrian) measures to lessen the effects to the park functions during construction will be considered during project design.

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